

# City of Dayton Transportation Plan 2040 Introductory Public Input Meeting Dayton, Ohio

Burton Planning Services, LLC  
CYP Studios  
October 27, 2015



INTRODUCTIONS

DESIGN TEAM BACKGROUND

WHAT IS DAYTON 2040

WHY DAYTON 2040

HOW DO WE GET TO DAYTON 2040

Q+A



AGENDA

# INTRODUCTIONS



# CITY OF DAYTON

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## BPS

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## CYP STUDIOS

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Kenn Bates, ASLA



INTRODUCTIONS

# DESIGN TEAM BACKGROUND





# Burton Planning Services

Completed over 120 planning, engineering, and environmental projects to-date

50 years of experience in transportation planning in the private and public sectors

Certified DBE, EDGE firm and licensed engineering firm.

National Complete Streets Coalition Bronze Partner

U.S. Green Building Council Organizational Member



DESIGN TEAM BACKGROUND



# CYP Studios

Award winning Woman Business Enterprise (WBE), Small Business Enterprise (SBE) and EDGE Certified firm

20 years of knowledge and experience in landscape architecture & planning in the private + public sector

Expertise in Low Impact Development as well as Healthy Community Design

Integrate environmental + social sustainability as well as walkability + bikeability



DESIGN TEAM BACKGROUND

# WHAT IS DAYTON 2040





# Transportation Plan 2040

Build upon successes

Livable Streets Policy

CitiPlan Dayton

The 2020 Vision

2025 Bike Action Plan

Incorporate needs + desires of all users

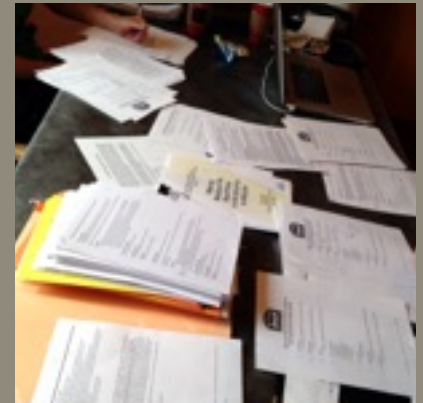
Transportation + Land Use | Always Linked

Economic Development

Existing and Future Land Uses

Tool for efficient pre-planning of roadways

Tool to build consensus and remove barriers



PROJECT BACKGROUND

# Complete Streets Policies



Ensure that the entire right-of-way is planned, designed, constructed, operated, and maintained to provide safe access for all users

# COMPLETE STREETS COME OF AGE

Learning from Boston and other innovators.

By Corey Zehngebot and Richard Peiser

## BOSTON'S COMPLETE STREETS, 2012

**Bus Lanes and Transit Prioritization** at intersections improve the reliability of routes with high passenger volumes. Shelters with amenities and next bus information improve convenience for passengers.

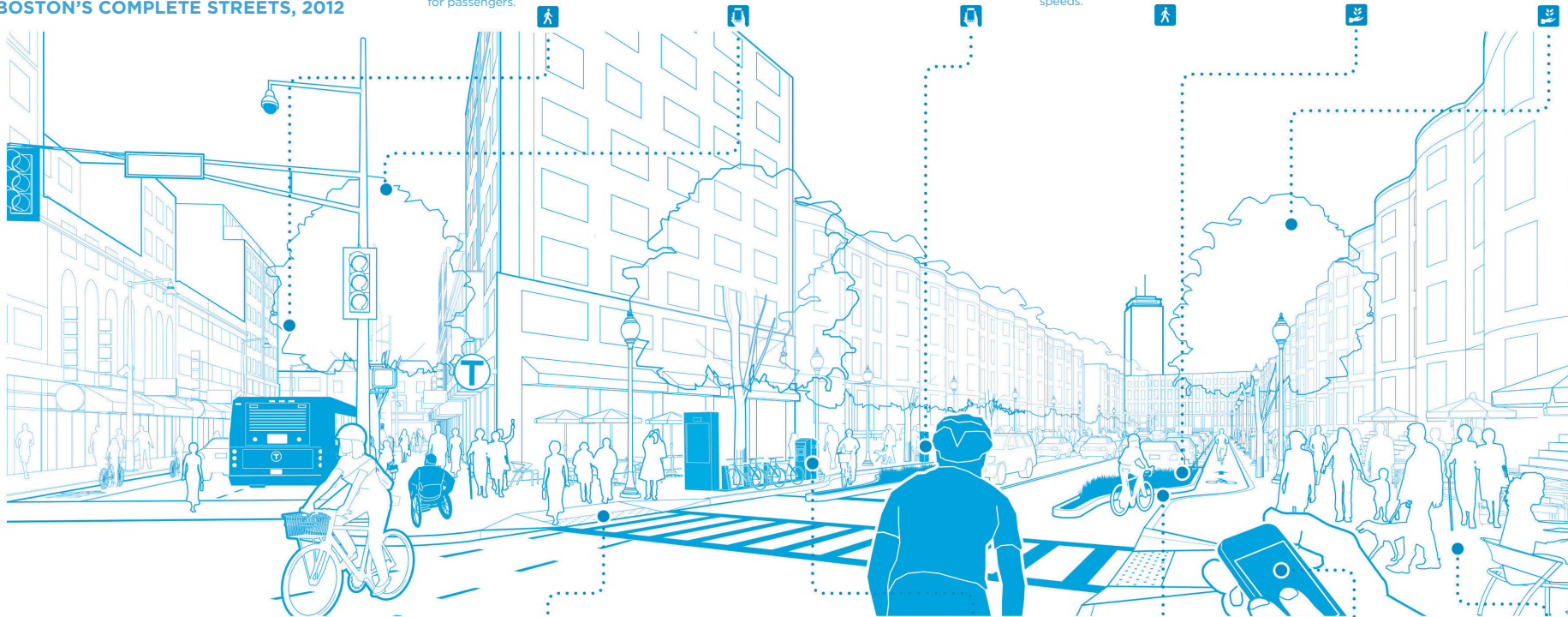
**Intelligent Signals and Traffic Cameras** manage traffic flow in real-time. They facilitate vehicle progression and reduce wait times, improving fuel efficiency and reducing GHG emissions.

**Bicycle- and Car-Share Stations** provide the convenience of personal transportation, low costs, and energy savings without the need for car ownership.

**Minimum Lane Widths** assist in the accommodation of pedestrians and bicyclists when the available public right-of-way is limited in width. Narrower roadways also result in safer vehicle speeds.

**Rain Gardens** and other greenscape elements at key locations divert stormwater directly to the soil. Maintainable rain gardens can filter pollutants, improve air quality, and provide greenery on the street.

**Street Trees** with sufficient rooting volume to thrive provide shade and beauty, support wildlife habitat, and reduce air pollution and energy consumption.



**Electric Vehicle Charging Stations** support the adoption of a new generation of clean-fuel vehicles. Linked to smart electric grids that use alternative energy sources such as solar and wind, they will help reduce dependence on fossil fuels and combat climate change.

**Ease of Maintenance** informs the design of roadways and sidewalks, favoring durable materials and maintenance agreements for special features to enhance the life and upkeep of Boston's streets.

**Accessible Surfaces** with smooth slip-resistant materials for sidewalks and crosswalks create comfortable walking environments that make streets welcoming for people of all ages and abilities.

**Permeable Surfaces** for roadways and sidewalks help reduce flooding and preserve capacity in storm drains and combined sewers.

**Smart Meters** that accept prepaid cards, payment by mobile phones, and allow for variable pricing facilitate more efficient use of limited curbside space.

**Bicycle Lanes and Cycle Tracks** create a citywide network that increases safety and encourages more people to bicycle.

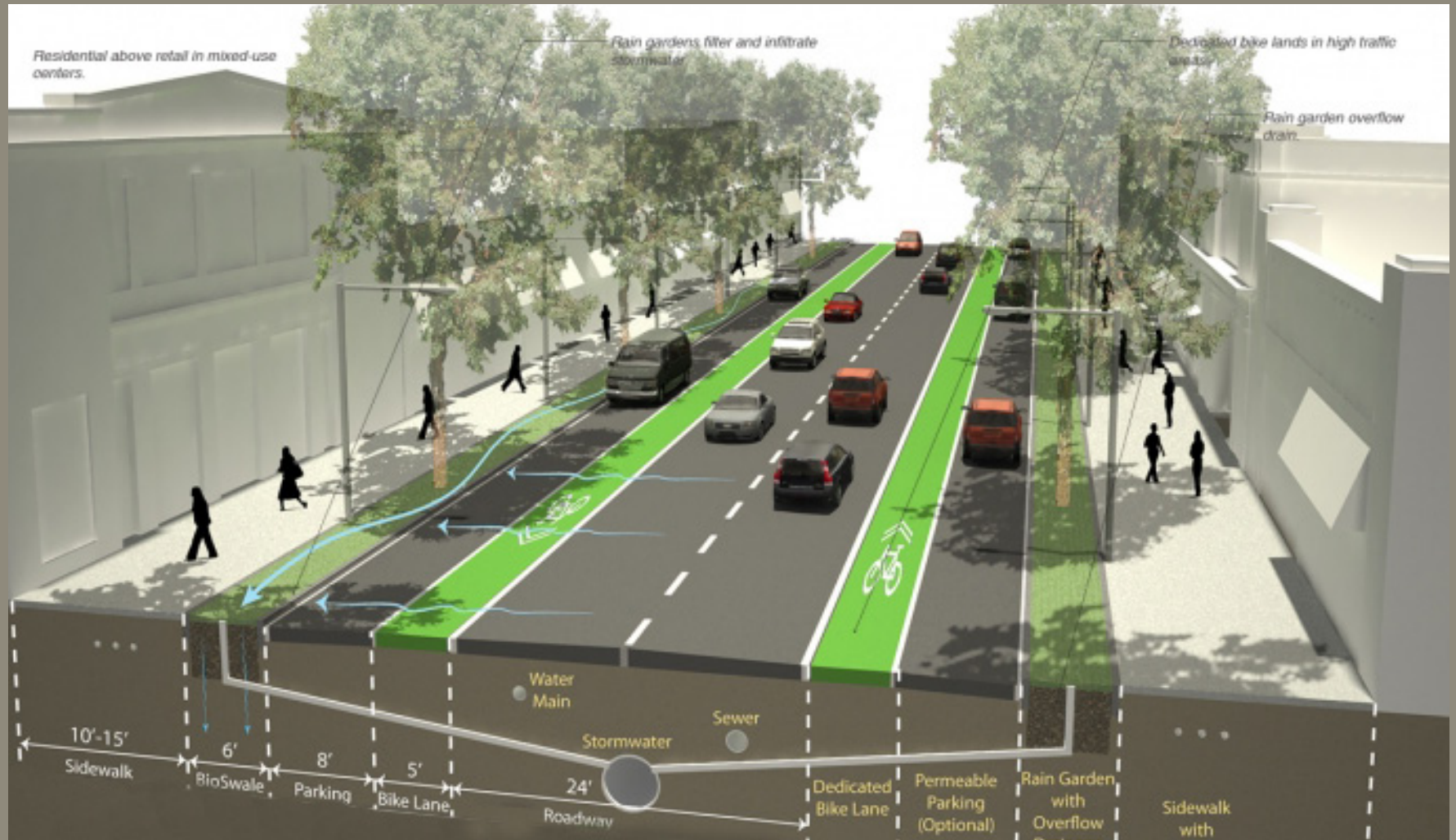
**Digital Tags and Information Panels** integrated with street furniture and building facades enable wayfinding, community bulletin boards, trip planning, and place-based social networking.

**Wide Sidewalks** with unobstructed accessible pathways encourage walking. When combined with proper lighting, street trees, and vibrant street walls, they are inviting, safer, and contribute to placemaking.



## COMPLETE STREETS





COMPLETE STREETS

# Complete Streets does not mean:

One 'special' street project

A design prescription

Streets only for bicycles + pedestrians, but for all modes

A mandate for immediate retrofit

A silver bullet; other issues must be addressed:

- Land use (proximity, mixed-use)

- Environmental concerns

- Transportation Demand Management



# WHY DAYTON 2040



# Americans want choices

66%

of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

73%

currently feel they have no choice but to drive as much as they do.

57%

would like to spend less time in the car.

Future of Transportation National Survey (2010)



WHY DAYTON 2040

# The tremendous potential

Of all trips:

**39%**

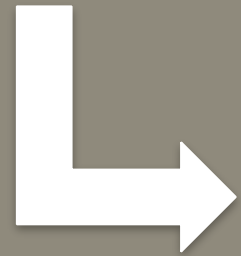
are less than  
3 miles

**17%**

are less than  
1 mile

**47%**

are driven



of these trips...



National Household Travel Survey (2009)



WHY DAYTON 2040





# The tremendous potential

Every trip starts and ends with walking.

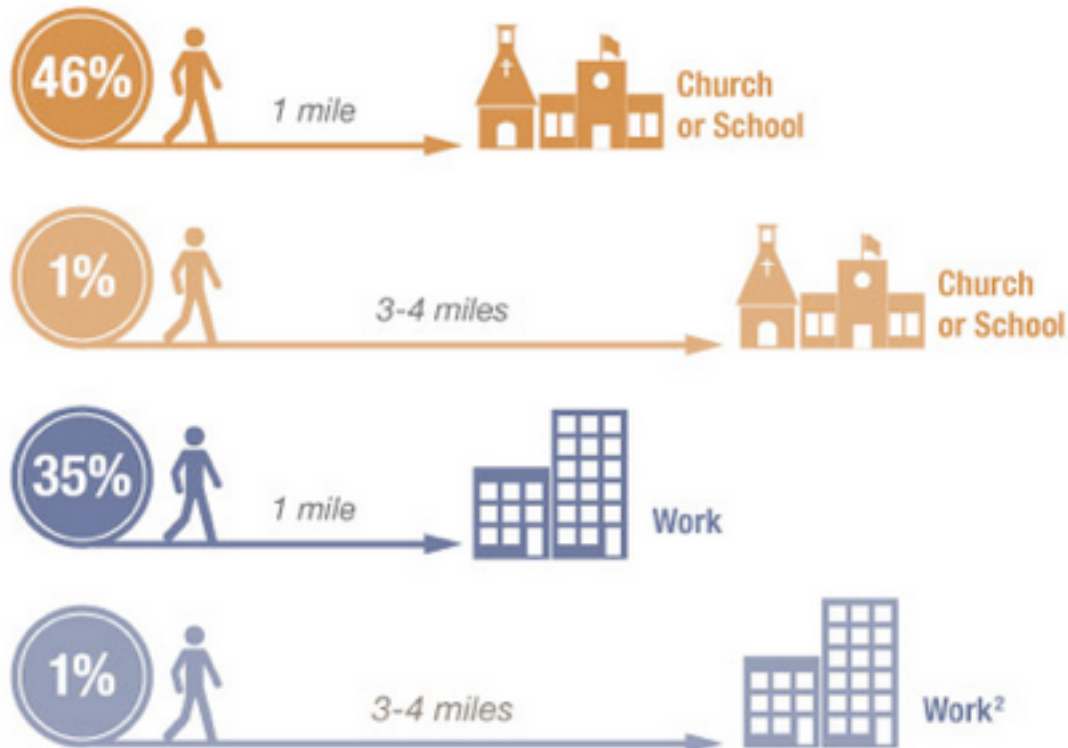
The Surgeon General's Call to Action:  
Promote Walking and Walkable Communities



WHY DAYTON 2040

# People will walk

STUDIES SHOW PEOPLE WILL WALK TO DESTINATIONS:



Centers for Disease Control and Prevention 2012, [newpublichealth.org](http://newpublichealth.org)



# Livable Communities

"Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park—all without having to get in your car."

— Ray LaHood, Former U.S. DOT, Secretary of Transportation





# Benefits | Economy

## Washington, DC Barracks Row/8<sup>th</sup> Street SE

\$8M public investment

\$8M in private investment in following 2 years

32 new business establishments

\$80,000 in sales tax annually



## Lancaster, California

Reconstruction  
Changed signal timing  
Added landscape  
Created center “rambla”  
\$10 million public investment

Reduced speeding  
Fewer crashes  
50 new businesses  
800 new jobs  
Vacancy rate: 4%  
Sales tax revenue: + 26%



WHY DAYTON 2040



# Benefits | Economy

Millennials want to work in areas with high quality transportation and high quality of life.

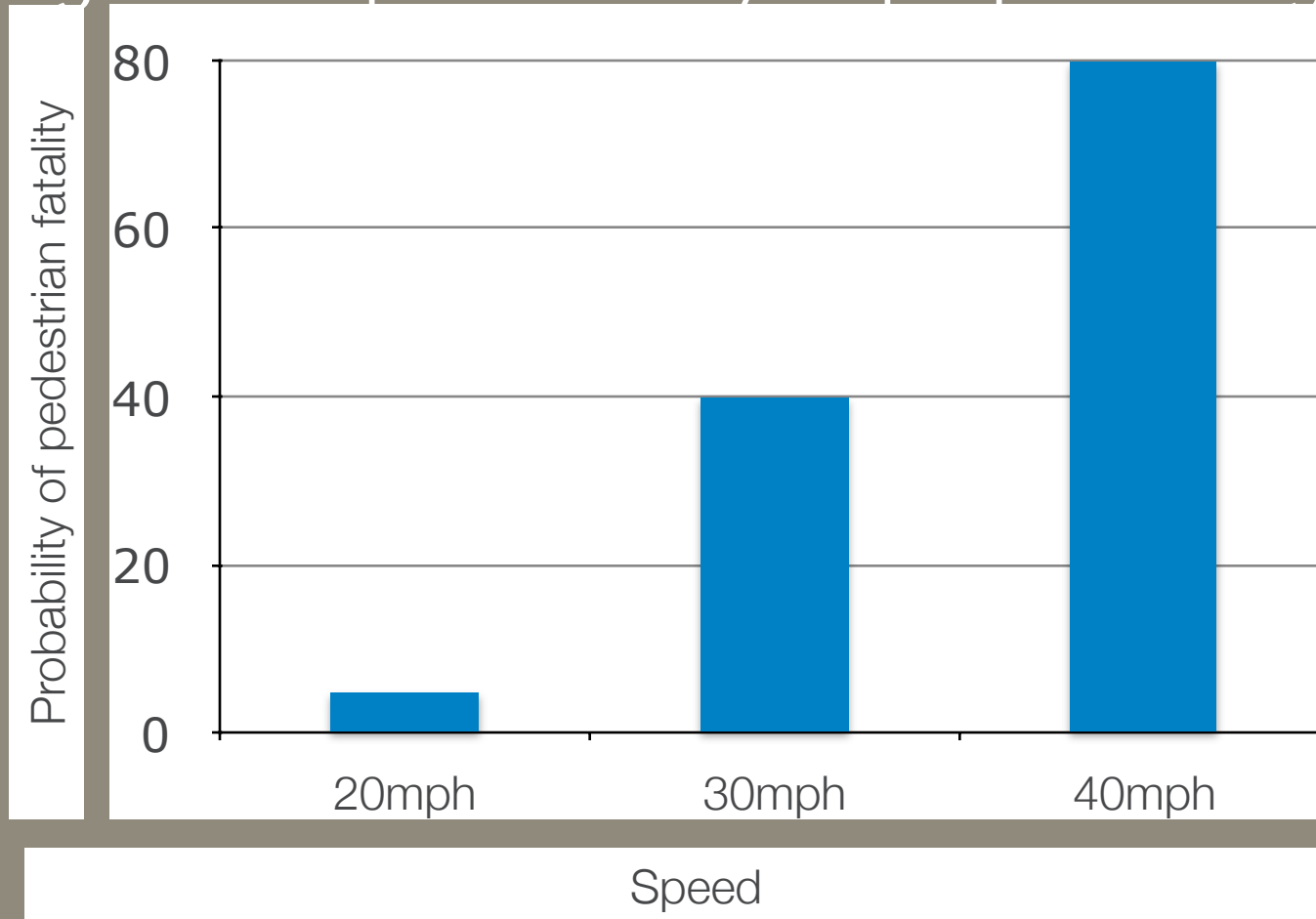
Walkable commercial neighborhoods in Washington, D.C. have 75% higher office rents than drivable, suburban neighborhoods.

In most metro areas, every +1 point on the 100 point Walk Score scale = ↑ of \$500-\$3,000 in home value.



# Benefits | Safety

Slowing traffic improves safety for people walking



W.A. Leaf and D.F. Preusser, "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups," US Department of Transportation, National Highway Traffic Safety Administration (1999).



WHY DAYTON 2040

# Benefits | Environmental

Transportation accounts for **nearly 1/3** of all greenhouse gas emissions.

Switching to walking or bicycling for short trips = **reduce CO2 emissions by 12 to 22 million tons/year.**

Many elements of street design, construction, and operation can achieve both Complete Streets that work for all travelers and 'green' streets that improve environmental sustainability.



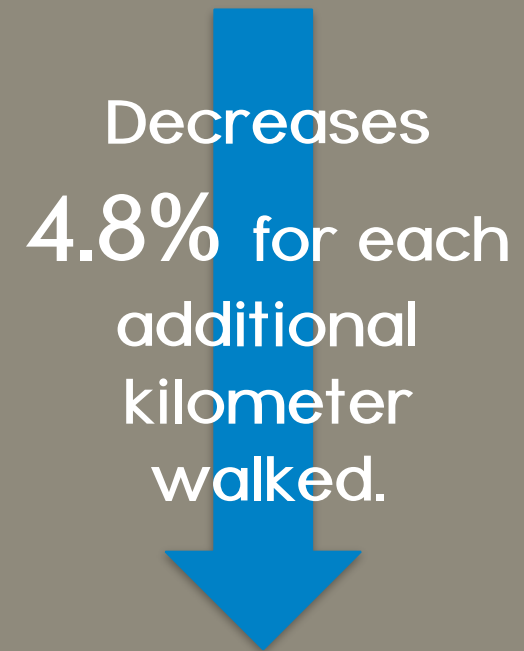


# Benefits | Health

The Centers for Disease Control and Prevention recommend adoption of Complete Streets policies as a strategy to prevent obesity.



Risk of obesity:



*Frank, L., et. al. (2004). Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars. American Journal of Preventative Medicine 27(2).*



WHY DAYTON 2040

# Benefits | Health

Women who walk or bike 30 minutes a day have a lower risk of breast cancer.

A 30-minute round-trip bicycle commute is associated with better mental health in men.

People who live in walkable neighborhoods get more exercise than those who do not.



# Benefits | Social

Walkable communities = happier communities

Residents of walkable communities:  
are more likely to be socially engaged  
and trusting  
report being in good health and happy  
more often



Shannon H. Rogers, et al. Examining Walkability and Social Capital as Indicators of Quality of Life at the Municipal and Neighborhood Scales. (2010)



WHY DAYTON 2040

# Benefits | Social

About 1/2 of all non-drivers over the age of 65 would like to get out more often

Complete Streets = staying active and involved in communities

Dedicated, safe space for bicycling and walking help kids be active and gain independence

Complete Streets can reduce isolation and dependence



# HOW DO WE GET TO DAYTON 2040



# Preliminary Project Goals

Emphasize land use + transportation connections

Accentuate livability in high traffic areas

Identify and address conflicts with other plans + policies

Address subdivision regulations + zoning code

Support transitions with intermediary district typologies

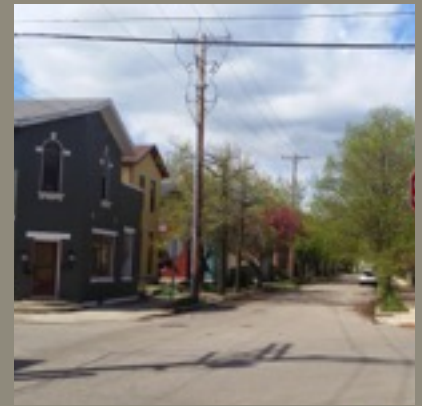
Ensure the road fits in the context of the land use

Recommend right-of-way widths

Develop urban design guidelines

Communicate through highly visual graphics

Develop one comprehensive document



HOW TO WE GET TO DAYTON 2040



# Project Objectives

Integrate Current Transportation Policies & Plans

Establish Vision, Goals, and Objectives

- aesthetic design

- walkability

- bikeability

- traffic calming

- public transit

- accessibility

- signage & wayfinding

Assess Transportation Needs

Engage Public for Input (PIP)

Develop Complete Streets Design



HOW TO WE GET TO DAYTON 2040

# Assess Transportation Needs

Examine existing conditions

Evaluate existing roads to set standards

Review functional classification of existing network | expand to include land use

Examine Census + MPO data for various crucial factors

- employment opportunities

- population trends

- existing + future travel patterns





# Final Deliverables

Identify a Design District  
incorporate many of the identified  
classification types

Use visualization tools  
create easy to follow + relatable typical  
sections

Include typical roadway section  
identify travel zones for each user

Include maps  
prioritization graphics  
etc

	Arterial Street	Arterial	Urban Center	Urban Center	Arterial	Urban Center	Arterial
Very Large, Commercial Street	●	●	●	●	●	●	●
Very Large, Commercial Connector	●	●	●	●	●	●	●
Large, Commercial Connector	●	●	●	●	●	●	●
Large, Neighborhood Connector	●	●	●	●	●	●	●
Large, Industrial Connector	●	●	●	●	●	●	●
Medium, Neighborhood Street	●	●	●	●	●	●	●
Medium, Commercial Street	●	●	●	●	●	●	●
Medium, Industrial Street	●	●	●	●	●	●	●
Small, Neighborhood Street	●	●	●	●	●	●	●
Small, Commercial Street/ Pedestrian Shopping Street	●	●	●	●	●	●	●
Transit Spine Overlay	●	●	●	●	●	●	●
Alleyway/Access Street	●	●	●	●	●	●	●



# Project Development Timeline

Milestone	Projected Date
Start Date	July 2015
Initiation Public Involvement	August 2015
Data Collection	August – October 2015
Public Input	September – October 2015
Data Analysis	October – December 2015
25 % Completed	November 2015
50 % Completed	January 2016
75 % Completed	March 2016
100 % Completed	May 2016



HOW TO WE GET TO DAYTON 2040

# Public Input Program (PIP)

## public input | introductory

- bike ride + walk

- introductory public meeting | open house

- stakeholder meeting

- focus area meetings + neighborhood walks

## public input | midway

- stakeholder meetings

- focus area meetings

- public meeting | open house

## public input | final

- final presentation | open house



HOW TO WE GET TO DAYTON 2040

# Public Input | Introductory

October 24th | 11am to 2pm

Bike Ride | Walk

October 27th | 9am to 3:30pm

Neighborhood Walks | North + South

Public Input Meeting (repeat of Oct 15th)

October 29th | 9am to 4:30pm

Neighborhood Walks | East + West



HOW TO WE GET TO DAYTON 2040

Q+A



# THANK YOU!

